GOVERNMENT OF MADRAS. Secrt. II-28—50,006—12-6-53.

P.W. (1954.) Department.

closed up 6/54

Endorsement
~~D.O.~~
Memorandum
Lodged

Letter ✓ No. 3663. F/54-1

Dated 30.1. 1954.

FURTHER PAPERS.

Department.	Number.	Series.	Date.

GOVERNMENT OF MADRAS. Sects. II-28—50,006—12-6-53

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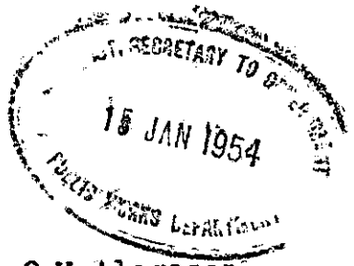
THE KANARA CHAMBER OF COMMERCE

Telegrams: "CHAMBER"
Telephone: 128

P.C.Box No.116,
Bunder, Mangalore-1,
D/12th January, 1954.

3663



To

The Hon'ble Shri C.V.Alagesan,
Deputy Minister for Transport & Railways,
Government of India,
Camp: MANGALORE

Sir,

It is with great pleasure that we welcome you to our district and our City. We see in your visit to this district and in the promised visit of the Hon'ble Minister for Transport & Railways, a new hope of development and assistance in the matter of transport and communications of this district which has been subjected to an age-long neglect in the matter of efficient transport and communication system. Our district, with the absence of an All-Weather Port and the existence of many unbridged streams and rivers, non-availability of reasonably good roads, has so far been left in partial isolation from the rest of India. We gratefully acknowledge and welcome the recent policy of the Ministry of Transport & Railways, of the Central Government, to remedy this state of isolation in sanctioning the survey of new railway and road connections and many through roads linking Mangalore with other great Cities of India.

NEW RAILWAY CONSTRUCTION: (1) The Mangalore-Hassan Railway Link- The Chamber is grateful to the Government for the inclusion of this Railway Link in the First Five Year Plan and for sanctioning Engineering, Aerial and Traffic survey for the same. This new link would prove very beneficial to a very large area in Mysore, Coorg and South Kanara and open up an extensive range of country, which, at present, contains large and valuable forests

extensive mineral deposits and vast agricultural and estate lands and which, with the extension of hydro-electrical projects, completed and contemplated, has a vast industrial future and would make the Port of Mangalore an outlet to the sea and a Port of entry for an immense tract of country east of the western ghauts and also serve to develop the Malnad area so sorely in need of development. We request you, Sir, to expedite the Engineering and the Aerial survey and to make the traffic survey wide and bread based to cover the great industrial potent of the vast hinterland served by this Railway Link. This area which has been neglected so far without adequate transport facility will be greatly benefited by this Railway Link which will serve lakhs of people inhabiting this area.

(2) Coastal Railway.- The Chamber also welcomes the recent statement of the Railway Board regarding the proposed Railway alignment along the West Coast, taking off from Bombay and running south to connect eventually with Mangalore. We feel sure that the survey of this project which has been included in the programme for 1953-54 will cover up the entire project from Bombay to Mangalore.

ROAD CONSTRUCTION: We also gratefully welcome the recent decision of the Government of India which has approved a detail project for an All-Weather 500 mile motorable road from Bombay to Mangalore along the West Coast. This new Highway and the Cape-Camorin-Bomb Highway passing through South Kanara envisaged in the Five Year Plan and which is expected to be completed by the end of 1956 wil go a long way in opening our district to the rest of India.

ALL-WEATHER PORT AT MANGALORE: We have to thank the Central Government for their decision to develop Mangalore Port as an All-Weather Port and for the experiments that are now being carried on at the Poona Research Station, towards that end. Though the experiments were delayed due to want of experience

staff in the collection of requisite data and lack of electric power for the conduct of the experiments, we have now been told by the Poona Research Station that the experiments are well under way. We have to request the Ministry of Transport to undertake the development of this Port as soon as the results of the experiments are available.

SPEEDING UP OF THE MANGALORE-MADRAS EXPRESS TRAIN: There has been an agitation for a long time for speeding up of the Mangalore-Madras Express train, which now takes well over 22 hours to cover up the distance of 550 miles between Mangalore and Madras. But there has also been a constant agitation in some parts to increase the number of halts en route and it looks as if that instead of speeding up this train, there would be an extension of the timings. In these circumstances, we feel that another fast express train between Mangalore and Madras with limited stops, covering the distance in a period of 16 hours is absolutely essential to speed up the transport between Mangalore and Madras. We feel sure that the Southern Railway will give a careful consideration to this proposal.

MALAVUR BRIDGE EN ROUTE TO AERODROME: The present approach to the Mangalore Aerodrome is by a circuitous road 17 miles in length and the construction of a Bridge across the Gurpur river at Malavur would cut down the distance nearly by half. Its usefulness is not limited to the Aerodrome alone, as it will serve a very important feeding area of this growing City, as the Mangalore-Bajpe road via Malavur is the most important road from which most of the supplies arrive at this City and will cut down the distance to and open up other areas in this district, which are now deficient in communications. The State Government feels that due to great financial stringency, it is unable to undertake the construction of this bridge and therefore we have to request the Central Government to construct this essential bridge and to recoup the capital outlay by the levy of a toll.

NEED FOR CONVERSION OF THE JANATA EXPRESS INTO UPPER CLASS COMBINED EXPRESS: In addition to the Mangalore-Madras Express the No.510 Janata Express is the only other through train between Mangalore and Erode. Besides it is intended and timed to provide a suitable night service between Mangalore and Coimbatore. But absence of upper-class accomodation in this train has been causing great hardship. It is felt that a change in the composition of the Janata Express is very necessary. If, however, such a change is not possible at the moment, it is requested that the present No.510 may be converted into a combined, II, Inter and III class Express and the extension of same through to Madras may also be actively considered.

We thank you, Sir, for giving us this opportunity to present our Memorandum to you and desire to express our gratitude for the acceptance of our invitation. We now await with great hopes and anticipations, the fulfilment of our demands in the light of these representations.

We remain,
Sir,
Yours faithfully,
A. Umanath Rao
(A.Umanath Rao)
PRESIDENT.

Letter no: 3663-F/52-1 dt. 30.1.54.

To The General Manager, Southern Rly., Madras.

Sir,

Sub: Railways Improvements at Mangalore etc

Ref: Welcome Address presented by the Kanara Chamber of Commerce to the Dy. Minister for Transport & Railways (Rail) on 12-1-54.

I am directed to forward herewith for necessary action extracts from the reference cited.

Yours faithfully,

Asst. Personal Officer

Enc: Extracts

22.1.54

29.1.54

24.1.54.

[Cno: 3663-F/54] Snb: Railways. Improvements at Mangalore

Ref: Welcome address presented by the Kanara Chamber of Commerce to the Dy. Minister for Transport and Railways on 12.1.54.

Please see the welcome address at pages 1-4 ante.

2. The requests in the welcome address relate

(i) Construction of Mangalore-Hassan Railway.
(ii) Construction of a coastal railway from Bombay to Mangalore.
(iii) Construction of Bombay-Mangalore Road (highway) along the Coast
(iv) Provision for an All weather Port at Mangalore
(v) Speeding up of Mangalore-Express Trains.
(vi) Construction of a bridge across Gurpur river near Malavur
(vii) Conversion of Janata Express into Upper Class Confirmed Express.

3. This section is concerned with items (i), (ii), (iv), (v) and (vii). Item (i) ie the proposal for Mangalore-Hassan railway line has already been recommended to the Railway Board. Item (ii) - ie the proposal for a coastal line from Bombay to Mangalore appears to have been taken up by the Railway Board. No separate action is therefore called for on this. Items (v) & (vi) are purely matters for consideration by the Railway Administration. These items may be remitted to the G.M., Southern Railway for necessary action. Draft submitted.

Item (iv) above: The matter is separately under consideration: no action is called on the report in this file.

Item (vi) above: The Chamber has already been informed that the Govt are

Strength F section re: Item (iii) & (vi). and Strength A section re: Item (iii) & (vi).

unable to construct another bridge across the Gurupura river at Malavur (en route to aerodrome) as there are already two bridges across the river for Malavur within a distance of 8 miles.

9/11/54 No action is called for here with reference to the request at X on p 3 c/f.

MJ 29.1.54